

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Novosibirskaya Oblast)

REPORT

SUBJECT City of Novosibirsk

DATE DISTR. 8 July 1960

NO. PAGES 16

REFERENCES

50X1-HUM

DATE OF INFO.

PLACE &amp; DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

50X1-HUM

### Industrial Plants

- The largest plant in Novosibirsk was Combine No. 179, located to the right of and near the Novosibirsk/Moscow railroad line. It was opposite the Krivoshchekovo Railroad Station which, in 1957, served the combine exclusively. The combine, known before the war as Sibselmash, produced all kinds of ammunition in very large quantities and various agricultural machines, including the combine with the Sibselmash trademark. However, production of agricultural machines at the combine did not exceed 20 to 25 percent of total production.
- Before World War II, Combine No. 179 - then Sibselmash - consisted of three units only, Plants Nos. 1, 2, and 3. During the war three new plants, 4, 5, and 6, were added to the combine and buildings were concurrently erected for three additional plants which had been transferred to Novosibirsk. The latter three consisted of Plant Nos. 566 and 655, which were transferred from Tula, and Plant No. 65 (the Stalin Plant), from Taganrog. After the war, Combine No. 179 was further enlarged to include the following:
  - A new three-story building which, in 1957, housed all of the laboratories of the combine.
  - A secondary technical school to train technicians in machine building and the technology of metals.
  - A huge five-story building which, in 1957, housed the administration of the entire combine.
- During World War II, Combine No. 179 produced all kinds of ammunition, from riflê bullets, artillery and mortar shells to katyusha rockets. The combine had already been designated No. 179 by that time. Its manager during that period was Major General (Gen.Maj.) Sakhanitskiy, who was

50X1-HUM

S-E-C-R-E-T

50X1-HUM

STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X	ORR/EV	X
-------	---	------	---	------	---	-----	---	-----	---	-----	--	-----	---	--------	---

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

50X1-HUM

# INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

-2-

50X1-HUM

also the Minister of Munitions(sic).

4. At Combine No. 179 changes were subsequently introduced in the plants formerly numbered 1, 6, and 65. In 1957, the combine consisted of nine or ten plants and employed about 40,000-50,000 workers, a sharp decline over the 250,000 who worked there during the war. Almost all of the inhabitants in the neighborhood of the combine; i.e., on the left bank in the Kirovskiy rayon, were employees of the combine. Some of the departments of the combine were very large and had railroad sidings capable of accommodating freight trains of 40-45 cars.
5. The Chkalov Aircraft Factory was the second largest industrial plant in Novosibirsk. It was located in the eastern part of town, in the Dzerzhinskiy rayon, with the factory complex beginning on Kamenskoye shosse. The administration occupied a large, four-story building on Kamenskoye shosse, opposite the terminal of streetcars Nos. 2 and 3. A branch of the Moscow Aeronautical Research Institute (TsAGI)<sup>1</sup> and a special airfield for testing aircraft produced by the factory were located in the vicinity.
6. The Chkalov Aircraft Factory employed about 12,000-14,000 workers, which represented only a quarter of the number employed there during the war. In 1957, many of the workers, though they reported to work each day, spent eight hours there, and drew full wages, did not work because the plant operated at partial capacity only. Since 1953, the factory had produced MIG-17 jet fighters, though in small numbers. In 1956, the plant also began experimental production of a new model of jet fighter (type and designation not known). 50X1-HUM this new plane did not take off under its own power, but rather was launched into the air, together with its pilot, from a special launching pad. The pilot would start the engine after the plane had reached a height of at least three kilometers. The starting of the engine in the air was accompanied by a noise resembling a cannon shot. The plant began regular production of the new plane in 1957. From the time experimental production of the plane was started until 1957, dozens of pilots were killed, and most of these pilots were experienced ones with long flying records. At the cemetery located near the Novosibirsk civilian airfield, there was a separate burial plot, established after 1956, which contained about 100 new graves of these pilots. The gravestones were adorned with propellers. Judging by the tests of these new aircraft, which were often carried out in the afternoon, it was estimated that the aircraft had a greater speed and made more noise than the MIG-17's. It was alleged that the new aircraft developed its maximum speed at an altitude of seven or eight kilometers.
7. Optical Instruments Plant No. 69 was located on both sides of Krasnyy prospekt (number unknown) in Novosibirsk. The new part extended about 500 meters on the right side of the street when traveling toward the civilian airport, and 50 meters from ploshchad Dusi Kovalchuk; it was separated from the street by a board fence. A gate in this fence provided the main entrance to this part of Plant No. 69. The old part of the plant was on the left side of the street, about 200-250 meters from ploshchad Dusi Kovalchuk. The new part, added after the war, took several years to build; it started operating in 1955. The old part constituted the former Moscow Plant i/n Lenin, which had been transferred to Novosibirsk during the war. All of the new plant's equipment was German-made, from the Zeiss Factory in Jena, East Germany. Plant No. 69 employed thousands of workers (exact number unknown).
8. The output of Optical Instruments Plant No. 69 included the following:
  - a. Modern ten-power microscopes, used in the metallurgical industry.
  - b. Microscopes (kamforatoriy 77) of 10-, 25-, and 50-power.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-3-

- c. Optical sights for antiaircraft guns.
- d. Microscopes (shatografy [?]) for use in precision mechanics, capable of enlarging 10, 17, and 27 times.
- e. Dividing heads (delitelniye golovki) with optical adjusting devices for milling machines.
- f. High precision measuring instruments (delitelniye noniusy). The factory had recently begun to specialize in this type of production. This line of products was started in about 1946 [sic] after special industrial photographic apparatus, which could enlarge and diminish 100 times, had been brought from Germany. Products destined for civilian use were marked thus:
- 9. The workers settlement of Optical Instruments Plant No. 69 was located on a hill behind the old part of the plant. It consisted of one-story houses, each of which accommodated one or two families. The engineers and technicians lived in the large new buildings on ploshchad Dusi Kovalchuk.
- 10. Munitions factory, which was Plant No. 10, was known by the   name o50X1-HUM Agricultural Machinery Plant (Zavod selkhoz mashinostroyeniya). It was located on Kamenskoye shosse in the immediate vicinity of the No. 208 radar installations factory. The plant was built during the war, at which time it produced only mortar shells of various types. In 1957, the plant produced agricultural combines, though its main items of production were still military (allegedly artillery shells). In 1957, the plant employed no more than 3,000 workers.
- 11. The searchlight plant in Novosibirsk was a military factory (number not known) built during the last years of the war. It was located on Kamenskoye shosse beside an old, unused cemetery. Compared with the large industrial plants in Novosibirsk this was not a big factory, at least its site was not very large (description not available). Searchlights made by the factory were mounted on GAZ-51 trucks, which had been taken to the plant in large numbers (no details). After the searchlights were mounted, the trucks were covered with tarpaulins and shipped by way of the Yeltsovka Railroad Station.
- 12. The meat and preserves combine in Novosibirsk was located at No. 2 Dusi Kovalchuk. A large plant, it employed nearly 4,000 workers. Its enormous slaughterhouse could process 40,000 (?) head of cattle every 24 hours, but because of a shortage of livestock the plant worked at only 10 to 15 percent of its capacity. The combine had its own railroad siding. In addition to the slaughterhouse, the combine included the following:
  - a. A large factory of meat preserves.
  - b. A sausage factory.
  - c. A pharmaceutical department, which made medicine out of raw materials obtained from the animals.
  - d. A factory which made glue, chemical fertilizers, etc. (Proizvodstvennyy kombinat).
- 13. Construction of Metallurgical Plant No. 702, or Novosibirsk Metallurgical Plant, was begun during the war and still not completed in 1957. The plant was bound on one side by the TETS-2 thermal power station and on the other by Combine No. 179. The side adjoining the road leading to Chik was 200 meters

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-4-

long. The length of the other side was about one kilometer. The plant employed both the hot and cold rolling method (goryachiy i kholodnyy prokat). The main item of production was steel plate for tank manufacture, etc. The plant also rolled iron and nonferrous metals, such as copper and brass. The factory could produce 3,000 meters of sheet iron per minute (standard sheets were 0.7 to 1.2 meters wide and not less than 0.5 mm thick). The plant employed about 2,000 workers in two shifts.

14. The steel construction plant in Novosibirsk made large iron and steel frames for industrial plants and railroad bridges. The factory produced frames for the Novosibirsk Television Station, for the Ob road bridge, and for the Ob GES Hydroelectric Station. Though large in area, the plant was not large in regard to its number of employees. Most of the workers were welders, since the plant only assembled frames from prefabricated parts, most of which had been brought in from Leninsk-Kuznetsk.
15. The instruments plant, a factory of metal cutting tools, was located on Kommunisticheskaya between Krasnyy prospekt and Sibirskaya. From the outside, the plant looked like a five-story block of apartments. It had been transferred from Leningrad to Novosibirsk during World War II. It reportedly employed about 2,000 people. The former manager of the plant, who died of tuberculosis in 1957, was a member of the All-Union Academy of Sciences and a Doctor of Technical Sciences (name unknown).
16. Regarding the tin factory (Olovo zavod) in Novosibirsk, it was known only that it smelted and refined lead ores. The lead mines which supplied the ores used by the plant were situated nearby.
17. The transistor factory (Poluprovodnikov zavod, known in the town as Bagayevskiy zavod after its founder and first director) was a military plant (number not known) which started operating in 1956. In 1957, building activities within the factory complex were still going on. The factory occupied a large area (dimensions not known) on a street with no name. During World War II, the site was occupied by a municipal tree nursery; Lothar Boltz, East German Minister of Foreign Affairs, had been employed as a laborer there. The factory did not yet have many workers. It allegedly produced transistors for military use.
18. Another transistor factory (zavod Petrovskiy) was constructed simultaneously with the Bagayevskiy Plant, but started operating a year earlier than the latter; i.e., in about 1955. It had a larger site and employed more workers than its sister plant. It was known that the Petrovskiy Transistor Factory produced cinetronic (?) tubes for television sets, aerials for television broadcasting, and television tubes. Production of the last item reportedly ran into much difficulty, and experts from other factories in town were enlisted to assist in combating the problems.

#### Medical, Educational, and Public Institutions

19. The Municipal University Clinic No. 1 (Pervaya gorodskaya klinicheskaya bolnitsa), a civilian hospital, was the largest hospital in Novosibirsk. Its site covered an area of about 1.5 x 1.5 kilometers near the end of Dusi Kovalchuk and the beginning of Bogdana Khmel'nitskogo. During the last war, part of the area occupied by the hospital was still covered by woods. The various departments of the hospital were situated in a row of eighteen very large buildings, each four stories high. The hospital also included the following:
  - a. A large five-story building for experimental surgery, which was part of the medical school of Novosibirsk. This school was situated on the corner of Krasnyy prospekt and Frunze, between Michurina and Krasnyy prospekt and opposite the Western Siberian Military District Headquarters.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-5-

- b. A one-story building which housed a mechanical laundry, a bathhouse, central heating installations for the entire hospital, and garages.
- c. A one-story building for food stores.
- d. A one-story building, located near the entrance to the hospital, which contained a club, a movie theater, the hospital telephone switchboard, an X-ray machine repair workshop, and a charging station for storage batteries.

There were about a thousand employees on the hospital staff, not including the doctors. The number of beds was not known.

20. The Higher School for Military Railroad Engineers had existed in Novosibirsk before the October Revolution. The school was located on the corner of prospekt Stalina and Sibirskaya until the end of World War II. In 1957, this building belonged to the Directorate of Kuzbazugol; there was a large grocery store on the ground floor and apartments on the upper floors. After the war, new buildings for the school were erected on Dusi Kovalchuk, stretching for about 700-800 meters along that street. The school complex consisted of two large, five-story buildings for instruction purposes, a house for students' quarters, a house for professors and lecturers' quarters, and several other buildings. The school grounds also included a large field with railroad lines, which was used for training engine drivers.
21. The Siberian Aerial Geodetic Establishment (Sibirskoye aerogeodezicheskoye predpriyatiye) was a higher school and institute for scientific research and practical work.<sup>3</sup> The institute conducted geodetic research, prospecting, and meteorological research, and prepared air photographs for cartographical purposes. Graduates of the school bore the following title: Inzhener aerogeodezii, fotokinosyonki i kartografii. The institute occupied a vast, five-story building at No. 31 or 33 Krasnyy prospekt. The film archives were located in the basement of the building. The ground floor contained various workshops and photographic laboratories. The second floor contained the directorate and the administrative offices of the institute, while the third floor contained lecture halls. The fourth floor contained more lecture halls as well as student quarters, and the fifth floor contained quarters for students and for scientific delegations. The institute had a radio station which kept in touch with six research stations near the North Pole (Dreyfuyushchiye nauch.-isl. stantsii).
22. The Siberian Branch of the All-Union Academy of Sciences (Zapadno Sibirskiy filial akademii nauk SSSR dlyavosstanovitel'noy khirurgii i ortopedii - for short Voskhito) was an institute for training surgeons and orthopedists as well as a research center for military surgery and orthopedics.<sup>4</sup> The institute was founded during World War II, during which time the director was Professor Simon Leontyevich Shneyder, a scientist of world renown. In 1957, Professor Shneyder was rector of the higher medical school in Stalino on the Donbass. The institute occupied a four-story building with an imposing entrance on Frunze, near the Krasnyy Sibir Chocolate Factory.
23. The Siberian Branch of the All-Union Academy of Mining Research (Zapadno Sibirskiy filial akademii nauk SSSR gornodobivatushchey promyshlennosti) was engaged solely in research.<sup>5</sup> The main four-story building of the institute stood on the corner of Frunze and Michurina. Four other five-story buildings were situated along Michurina. The institute conducted research in the mining industry; it included departments for coal mining and coal mining equipment, the latter of which was equipped with a coal cutter-loader. There were also departments for nonferrous metals, for ores and metals, for metal cutting equipment, and for chemical research.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

-6-

50X1-HUM

24. The Signals Engineers Institute (Novosibirskiy institut inzhinerov elektro-svyazi), established in 1953, was located on the left bank of the Ob, near the road bridge. It included four five-story buildings for instruction purposes, two five-story buildings for accommodating students, and one five-story building for accommodating the teaching staff.
25. The Oblispolkom in Novosibirsk occupied a large five-six-story building on Krasnyy prospekt at the corner of Spartaka (the house bore an even number). The building also contained living quarters for senior employees of the Obkompartii, Oblispolkom, and Gorkompartii. This was the only building in town equipped with an elevator.
26. The Gorsovet occupied a handsome, five-story building near ploshchad Stalina. According to a plan which took shape after Khrushchev came to power, the seat of the government for the RSFSR was to be transferred from Moscow to Novosibirsk. In connection with this plan, a vast, five-story edifice, attached to the Gorsovet, had been under construction since 1953/1954. The building had the shape of an open rectangle. The red brick frame, the white tin roof, the doors, and the windows had been completed by 1957. To lessen the noise near the building, the streetcar rails on Krasnyy prospekt were dismantled and the central streetcar depot was transferred to a site behind the opera house, about 400-500 meters from its former place.
27. The oblast GOSBANK was located on prospekt Stalina, on the side of the street with the uneven numbers. The height of the GOSBANK building was equal to that of a five-story building but it actually had only two floors. Its ground floor was about two and one-half stories high.
28. The Obkompartii occupied a villa on Krasnyy prospekt, at the corner of Sverdlova.
29. The central post office, the telegraph exchange, the interurban telephone exchange were located in a five-six-story building on prospekt Stalina, at the corner of Sibirskaya. The public reception offices were on the ground floor, with the entrance from prospekt Stalina. Telephone booths for local calls were also situated on the ground floor. Public telegraph and interurban telephone services were located on the second floor; the entrance was from Sibirskaya. The public was not permitted above the second floor.
30. The theater for opera and ballet was located on ploshchad Stalina, the main square in town where military parades, popular meetings, demonstrations, etc., were held. The theater was the only building on the square. It was a vast edifice with a crescent-shaped hall of 5,000 seats and a stage that could accommodate 1,000 people. There was a special three-story-high structure for the curtains. In addition to the conventional curtains, the theater had a metal curtain which could effectively separate hall from stage in case of fire. The building had a separate concert hall for the philharmonic orchestra and special studios for opera, ballet, and choir groups.
31. There was another large theater at No. 177 Krasnyy prospekt, in a building which resembled the opera house. This was the workers theater of Plants No. 69 and No. 617. It had a 1,200-seat theater hall on the ground floor and a 1,000-seat movie theater on the second floor.
32. The district and town MVD were located in a five-story building which occupied a whole block between Kommunisticheskaya and Oktyabrskaya on one side and Michurina and Sib-Rev-Koma on the other. The main entrance to the building was from Kommunisticheskaya. 50X1-HUM  
the building had four underground floors which constituted a prison for interrogation use.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

-7-

50X1-HUM

33. The provincial KGB occupied a one-story building of red brick on Kommunisticheskaya, opposite the main entrance to the MVD.
34. The administrative offices of the provincial and town militia were located in a four-five-story building on Oktyabrskaya, near the Kamenka River, on the side of the street with the even numbers.
35. The special prison for screening prisoners (named Peresilnaya tyurma) was located on 1905-Goda, near the Trans-Siberian Railroad.

#### Military Installations

36. The largest military camp (voyennyy gorodok) in Novosibirsk was that located in the Oktyabrskiy rayon, near the Zakamenskoye Cemetery. Three divisions were reportedly stationed at this camp: a tank division, an antiaircraft artillery division, and an infantry division (no details). The largest stadium in the town was that belonging to this camp; it was situated in a large park. In June or July 1957, Khrushchev spoke in this stadium to an audience, according to press reports, of 120,000 persons. In recent years, an agricultural institute (Selkhoz-institut) had been constructed near the camp.
37. Another military camp was located in the Oktyabrskiy rayon and could be reached by driving along Baydukova past the opera and ballet theater. Among other units, there was believed to be an infantry officers school at this camp.
38. The Western Siberian Military District Headquarters (Shtab zapadno - Sibirskogo voyennogo okruga) was located at No. 33 or 35 Krasnyy prospekt, at the corner of Frunze. The new four-story headquarters building, erected before the war, was large and long. It was situated between Krasnyy prospekt and Sibirskaya.
39. The Air Force Headquarters (Shtab VVS), which was independent of the district headquarters, was located at No. 41 Krasnyy prospekt.
40. The Tolmachevo Airfield was the main military airfield in Western Siberia (nothing was known of any other military airfields in Novosibirsk or vicinity). It was located about one kilometer from the Tolmachevo Railroad Station on the right side of the rails when traveling to Moscow. It was laid out on a hill which was about 50-60 meters above the railroad line. The airfield was a very large one which had been built during the war but had been enlarged, apparently with the introduction of jet aircraft. It was known that the airfield served jet fighters in addition to the TU-104 civilian aircraft flying the Moscow/Peking route. The barracks of the air force unit (batalon aviatsionnogo obsluzhivaniya) which guarded the airfield and its underground fuel stores were located at the edge of the field near the Novosibirsk/Chik road. The fuel stores were located opposite the barracks and behind the road to Chik. Tolmachevo, a village of little wood-frame houses, was situated on both sides of the Chik road. Behind these houses, on the right side of the road when driving from Novosibirsk to Chik, there stood a long row of about forty three-story houses. Air force officers and their families lived in the houses closest to the airfield. The other houses were occupied by the Myasnikov Flying School (Voyennoye aviatsionnoye uchilishche letchikov istrebiteley imeni Myasnikova) [sic], which had been transferred from Kacha [N 44-46, E 33-33] during the war. The school, commanded by air force Major General Turzhanskiy (fnu), trained air crew officers, air force technical officers, and NCO's.
41. The airfield to the north of the town did not serve military planes. An old airfield, it had no concrete runways and was not adapted for jet aircraft.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-8-

42. A large military airfield was located near the village of Tolmachevo, five or six kilometers to the west of the OB railroad bridge. The airfield lay on the right side of the Novosibirsk/Moscow railroad line; it could undoubtedly serve jet aircraft. Jet fighters had been observed taking off from the field, two planes rising simultaneously from one runway (no details).
43. The central military radio station of Novosibirsk was situated on the Mochishchinskoye shosse. The camp was located on the left side of the road coming from Novosibirsk, about one kilometer from the civilian airfield. An asphalt road led from Novosibirsk to the radio station, beyond which the road was macadamized. The radio station was situated near the road on a relatively small site, on which stood a little concrete building with a white tin roof. Two metal poles, 25-30 meters high and connected by cables, stood nearby. The radio station of the civilian airfield was located near the military radio station.

#### Utilities

44. The laying of the fuel pipeline from the Tatarskaya ASSR to Vladivostok was reportedly begun in 1953. By 1957, the pipeline had been laid beneath the Ob River bed and had reached the Zayeltevskiy Municipal Park in Novosibirsk. By 1958, the pipeline had reportedly reached Krasnoyarsk on Lake Baykal /sic/. The pipeline was made of steel and had a diameter of 0.5 meters. It was to lie beneath the bottom of Lake Baykal, whose waters reached a depth of 3,000 meters. Railroad tunnels, which had been dug below the lake bottom by Japanese prisoners-of-war for military purposes, were ready as far back as 1946. This pipeline was primarily intended for supplying the Pacific fleet with fuel.
45. The fuel stores (neftbaza) were located about 150-200 meters south of the meat combine, near the central freight railroad station. The area of the stores was about 0.5 kilometers long and contained surface and underground storage tanks. There were more than 20 tanks aboveground. They were painted brown, were four-five meters high, and had diameters of four-five meters. The many railroad tracks in the warehouse area were almost always occupied by tank cars.
46. The main fuel depot which supplied all of Western Siberia was located on the right bank of the Ob River. It began near the passenger port and continued for two kilometers along the river up to thermal power station No. 1 (TETS No. 1). This depot also contained surface and underground storage tanks. It supplied fuel for civilian and military use. Fuel was shipped from this depot along the Ob, primarily in tankers, southward to Altayskiy kray and Kemerovskaya oblast and northward to the Narimsk area.
47. The television center of Novosibirsk was located on the same riverbank and near the Signals Engineers Institute; this was the highest spot in Novosibirsk. The station had a television tower 170 meters high.
48. The TETS-1 power station in Novosibirsk had been erected before the war and had not been enlarged; it still had its old capacity of 20,000 kilowatts. It was situated on the right bank of the Ob near the Mostovaya Railroad Station and had three tall (?) red brick chimneys.
49. The TETS-2 thermal power station was located on the right hand side of the railroad line to Moscow, at a distance of one kilometer from the Ob railroad bridge. The station, which had a capacity of 40,000 kilowatts, had one tall, red brick chimney for coal burning and four chimneys for gas, each about 20 meters in diameter and three stories high. There was an automatic coal grinder near the power station. The station supplied steam to all industrial plants and private homes on the left bank of the Ob. On leaving the power house, the steam had a temperature of 600 degrees.

S-E-C-R-E-T

50X1-HUM



S-E-C-R-E-T

50X1-HUM

-9-

50. Construction of the Ob-GES Hydroelectric Power Station on the Ob was started in 1954. The first 20,000-kilowatt aggregate was put into operation in 1957. When completed, the station was planned to have ten such aggregates. Reportedly, all ten were operating in 1959. The Ob-GES station was situated on the west bank of the Ob near the road which connected Novosibirsk with Berdsk, about 12 kilometers from the Novosibirsk city limits. The power station's reservoir was an artificial lake (obskoye more) 132 kilometers long and 32 kilometers wide. The lake began near the power station and terminated near the town of Kamen. The dam on the Ob, which was near the station, was ten meters wide, constructed of sand and stone and framed with granite slabs; it served as a road for vehicular traffic. There were six locks in the dam, enabling even the largest ships along the Ob to pass in about three minutes' time.
51. Novosibirsk maintained a well-developed central water supply system. There were no water towers. Water was pumped from the Ob by pumping stations under an initial pressure of four and one-half atmospheres, and it reached the highest buildings in town (seven floors) with a pressure of at least two-five atmospheres.
52. As for the sewage system, the existing small-diameter network collected house sewage only and drained it into the Ob. There were no sewer openings in the streets for draining off rain water or melting snow. The streets and houses, therefore, were sometimes severely damaged by excess water. After a heavy rainfall or during the spring thaws water in the streets often disrupted traffic. The banks of the Ob in the city, except for those in the vicinity of the Ob-GES Hydroelectric Power Station, were not high enough to prevent floods. The entire left bank of the Ob was flooded after every heavy rainfall and spring thaw, particularly during the latter. At such times, boats became a common means of transportation. In the quarters on the left bank, the water reached the railroad tracks, which were laid on a high earth embankment. Even though the right bank of the river was higher than the left, the streets in its vicinity were flooded in the spring.

#### Transportation Facilities

53. The river port for passenger boats in Novosibirsk was not large (no details). A pontoon bridge had crossed the Ob near the port until 1956, when the permanent road bridge connecting the two riverbanks was completed. The pontoon bridge was dismantled and transferred to Barnaul.
54. The above new road bridge was a reinforced concrete structure 1,450 meters long and 38 meters wide. Two streetcar lines, Nos. 4 and 6, ran along its middle. There were two 14-meter-wide traffic lanes on each side of the streetcar rails and one-meter-wide sidewalks near both edges of the bridge. The bridge was well-elevated above the river surface, and the supports were so widely separated that the largest ships on the Ob could pass underneath without difficulty. The riverbanks near the bridge were steep and high, particularly the left bank.
55. The railroad bridge on the Ob was built before the October Revolution and was about 800 meters long. It had numerous arches and carried two railroad lines (no details).
56. The central streetcar depot was located on Baydukova at the beginning of Michurina and behind the theater. There were no proper installations in the town for streetcar parking and repair work. An open area with several dilapidated shacks behind the Chkalov Works served as the streetcar check and repair center. There were a total of 11 or 12 lines, all of which operated around the clock. The streetcar system was extremely well-organized. The following routes were reported:

a. Line No. 1 connected the opera house with the Bolshevik Factory (no

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

-10-

50X1-HUM

details on the factory), which was situated on the outskirts of town near the grain elevator, in the direction of Berdsk. There was a streetcar every eight minutes on this line. Departing from the opera house, the cars ran along Michurina in a westerly direction to the Ob River, where they continued below the Ob road bridge and along Bolshhevistskaya (which was five kilometers long) to the city limits. At night, from 2200 to 0630 hours, the line was extended up to Gogolya to the east of the opera house, and from there proceeded northward along Gogolya to the central railroad station.

- b. Line No. 2 connected the opera house with the Chkalov Plant. It ran along Michurina in an easterly direction and continued southward along Gogolya to the Chkalov Plant. There was service every three minutes on this line.
- c. Line No. 3 connected the central railroad station with the Chkalov Plant by way of Gogolya and Kamenskoye shosse. The streetcars generally ran every three minutes. During rush hours to and from the Chkalov Plant (from 0615 to 0700 hours and between 1500 and 1500 [sic] hours) there was service every minute.
- d. Line No. 4 connected the opera house with the Kirov quarter, which was on the left bank of the Ob. This line ran westward along Michurina, passed over the Ob on the road bridge to the Krivoshechokovo Railroad Station, passed through the whole section on the western bank of the Ob, and returned along the same route to the opera house.
- e. Line No. 5 connected the opera house with the NKVD Plant. This was the longest line in town. It ran along Michurina street to its end, continued along the Trans-Siberian Railroad for a distance of one kilometer, passed Krasnyy prospekt to ploshchad Dusi Kovalchuk continued along this square and then along Bodgana Khmel'nitskogo to the NKVD Plant. Service on this line was every five minutes.
- f. Line No. 6 connected the opera house with the turbogenerator plant on the left bank of the Ob. It ran along the following route: the opera house, Michurina, the road bridge on the Ob, and straight on to the turbogenerator plant.
- g. Line No. 7 connected the opera house with the meat and meat preserves Combine. The route to Dusi Kovalchuk was similar to that of Line No. 7 [sic, No. 5], and from there it continued along Dusi Kovalchuk to the meat combine. There was service every five minutes on this line. The line also served employees of Plants 69 and 617, Institute No. 617, the Higher School for Military Railroad Engineers, and the civilian airport.
- h. Line No. 8 served only the quarters situated on the left bank of the Ob.
- i. Line No. 10 connected the opera house with the left bank.
- j. Line-laying for routes Nos. 9 and 11 had been going on for several years. Their routes were not known, but they probably were to connect the center of town with the main military camp and with the higher agricultural school.

57. In addition to the streetcar lines there were six bus lines and one trolley bus line in Novosibirsk. The trolley bus line started operating in 1957. It connected the opera house with the civilian airport by way of Krasnyy prospekt.

58. Buses ran on the following routes:

- a. Ploshchad Stalina to the Chkalov Plant.
- b. Ploshchad Stalina to the NKVD Plant.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-11-

- c. Ploshchad Stalina to clinic (I-klinicheskaya bolnitsa).
  - d. Ploshchad Stalina to the civilian airport.
  - e. Ploshchad Stalina to the meat combine.
  - f. Ploshchad Stalina to the Kirov quarter.
59. Buses and trolleybuses operated on a 24-hour schedule. There was service **every three-four** minutes. The garages and main repair shops for the buses were located at the corner of Gogolya and Michurina, near the Hippodrome Municipal Market.
60. Public transportation in Novosibirsk was supplemented by the 800-900 taxicabs in the town. Some of the taxis ran on regular routes, while others accepted individual passengers. The main parking spots for taxis were on ploshchad Stalina and near the central railroad station. The garages and main taxi repair shops were located in the Oktyabrskiy rayon near the Zakamenskiy Bazaar.
61. The main street in Novosibirsk - and also the longest (seven km) - was Krasnyy prospekt, which began at the Ob and ended at the entrance to the civilian airport. It was a two-directional, asphalt road with an island of trees down its middle. Each side of the street, beginning from the Ob to Rabochaya, was nine meters wide; from Rabochaya to the airport each side had a width of twelve meters. The tree island was nine meters wide along the entire length of the street.
62. Another main street in Novosibirsk was Sibirskaya, which ran parallel to Krasnyy prospekt. This street was surfaced with asphalt in 1957, prior to which time it had only been macadamized. It was twelve meters wide.
63. Prospekt Stalina was 14 meters wide and asphalt-covered. The street was built during the postwar years and completed in 1954. It was the shortest route from the center of town to the central railroad station.
64. The following details on other streets in the town were reported:
- a. Frunze was ten to 12 meters wide and macadamized.
  - b. Gogolya was ten to 12 meters wide and asphalt-covered.
  - c. Dusi Kovalchuk was eight-ten meters wide and macadamized between the meat combine and ploshchad Dusi Kovalchuk, and 16-18 meters wide and asphalt-covered between ploshchad Dusi Kovalchuk and the clinic (Igor. klinicheskaya bolnitsa).
  - d. Bogdana Khmel'nitskogo was eight-ten meters wide and surfaced in entirety with asphalt.
  - e. Kirova, which led to the town of Kamen, began near the Kamenka River bridge and ended near the Altyaskaya Railroad Station. The street was about ten meters wide and surfaced in entirety with asphalt.
  - f. Bolshevistskaya was ten meters wide and macadamized. The continuation of this street was the Berdskoye shosse, which was covered with asphalt up to the town of Berdsk.
65. Attached is an overlay to a city plan of Novosibirsk, Scale 1:25,000, with legend.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

-12-

50X1-HUM

Legend to Overlay of Novosibirsk City Plan (Scale 1:25,000)

1. New part of Lenin Optical Plant No. 69
- 1a. Old part of Lenin Optical Plant No. 69.
- 1b. Workers settlement of Plant No. 69.
2. Radio Tube Plant No. 617.
3. Transistor Factory (Zavod poluprovodnikov, also called Bagayevskiy zavod).
4. The Municipal University Clinic No. 1 (Pervaya gorodskaya klinicheskaya bolnitsa).
5. Transistor factory (called Petrovskiy zavod).
6. Electronics Research Institute No. 617 (POB 55).
7. The Higher Military Railroad Engineering School (Novosibirskiy institut inzhenerov zhel. dor. transporta), building erected during World War II.
- 7a. The Higher Military Railroad Engineering School, building erected in 1954.
8. The Chkalov Jet Aircraft Plant (Zavod imeni Chkalova).
9. Workers settlement of the Chkalov Plant.
10. Searchlight factory (Prozhektornyy zavod).
11. Radar Research Institute No. 208 (Institut No. 208).
12. Radar Installations Plant No. 208 (Zavod No. 208).
13. Agricultural Machinery Plant No. 10 (Zavod No. 10).
14. Airfield for testing aircraft made by the Chkalov Plant.
15. NKVD Rocket Fuel Plant (Zavod imeni NKVD).
16. Stores of the NKVD Plant.
17. Workers settlement (Sots gorodok) of the NKVD Plant.
18. Prison camps.
- 18a. Prison camps.
19. Civilian airfield.
20. Radio station of the civilian airfield.
21. Central Military Radio Station (Tsentralnaya voynskaya radiostantsiya).
22. Novosibirsk Meat and Meat Preserves Combine.
23. Fuel stores for civilian consumption (neftbaza).
24. Central fuel stores which supply all of Western Siberia.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-13-

25. Port for passenger boats.
- 25a. Port of cargo ships.
26. Mostovaya Railroad Station used by workers' trains (vokzal Mostovaya).
27. Railroad bridge.
28. Road bridge.
29. Signals Engineers Institute (Novosibirskiy institut inzhenerov elektro-svyazi).
30. Novosibirsk Television Station.
31. TETS-2 Thermal Power Station.
32. TETS-1 Thermal Power Station.
33. Metallurgical Works No. 702 (Zavod No. 702 or Novosibirskiy metalurgicheskiy zavod).
34. Combine No. 179 (Kombinat selkhoz mashinostroyeniya), the largest plant in town.
35. Tolmachevo Central Military Airfield.
36. Lead ore processing plant (Olovo zavod).
37. Steel construction plant (Zavod stal konstruktsiya).
38. New underground oil line beneath the Ob River bed.
39. Ob-GES Hydroelectric Power Station (Obskaya gidro-elektro stantsiya).
40. New road bridge on the Kemenka River.
41. The largest military camp in town (Voyenny gorodok), primarily for tank and artillery units.
42. Western Siberian Military District Headquarters (Shtab zapadno Sibirskogo voyennogo okruga).
43. Scientific research institute (Sibirskoye aerogeodezicheskoye predpriyatiye)
44. Branch of the All-Union Academy of Sciences (Zapadno Sibirskiy filial akademii nauk SSSR dlya vosstanovitelnoy khirurgii - in short Voskhito)<sup>4</sup>
45. Branch of the All-Union Academy of Mining Research (Tsentr nauchnykh rabot dlya gornodobivatushchey promyshlennosti). [sic]<sup>5</sup>
46. Instruments plant, producing instruments for machine tools.
47. Theater of Ballet and Opera.
48. Infantry camp, including an infantry officers school.
49. Central streetcar depot serving all lines in town.
50. Gorispolkom and Gorsovet.

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

50X1-HUM

-14-

51. Theater for Children and Youth and radio center, which relayed broadcasts for loudspeakers only.
52. Office center under construction (allegedly built to serve as the seat of the RSFSR government).
53. Oblast branch of the state bank (oblast GOSBANK).
54. Obkompartii.
55. Oblispolkom and Oblsovet.
56. Krasnyy Fakel Theater.
57. Workers theater of Plants 617 and 69.
58. District MVD offices and jail for political prisoners.
59. Oblast Militia Directorate. There were 14 police stations in town.
60. Special jail for screening prisoners (Peresilnaya tyurma).
61. Brick factory.
62. Central town jail built of white brick and popularly called the White House. It was situated on a hill.
63. Prison camp (Tretiy Sib, Lag).
64. Zapadnaya Railroad Freight Station of Combine No. 179 and the steel construction plant (Zavod stal konstruktsiya).
65. Central railroad freight station area for the town.
66. Altayaskaya Railroad Station, used exclusively for coal shipments.
67. Yeltsovka Railroad Station, serving the Chkayov Plant, the NKVD Plant, Plant No. 617, and Plant No. 69.
68. Employees rest home of the oblast party committee.
69. Central pumping station which served those quarters situated on the right bank of the Ob.
70. Artificial lake and reserve pumping station for supplying water to Plant No. 617.
71. Central town square - ploshchad imeni Stalina.
72. Krasnyy prospekt. House numbers began at the railroad station. The even numbers were on the right-hand side of the street going from the railroad station toward the airfield.
73. Ulitsa Gogolya, which began at the central passenger railroad station and ended near the cemetery. Uneven street numbers were on the left side of the street coming from the railroad station. House No. 25 was situated on the corner of ulitsa Gogolya and Krasnyy prospekt.
74. Sibirskaya, which started at Mostovaya Railroad Station and ended at the Trans-Siberian Railroad.
75. Frunze, which started with Vokzalnaya, a small street parallel to the railroad line, and ended near the Kamenka River.
76. Kirova. This main street was a continuation of the small ulitsa Spartaka. It started near the Kamenka River road bridge and ended with the road leading to the town of Kamen (Kamenskoye shosse).

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T

-15-

50X1-HUM

77. Bolshhevistskaya, a street parallel to the Ob River which began at the Kamenka road bridge and ended near the grain elevator, where the road to Berdsk started - Berdskoye shosse.
78. Kamenskoye shosse, a continuation of Gogolya which began near the cemetery and ended near the Chkalov Plant.
79. Ulitsa Dusi Kovalchuk, which began near the Meat combine and ended near Municipal Hospital No. 1. The even street numbers were on the right side of the street coming from the meat combine.
80. Ulitsa Bogdana Khmel'nitskogo. This street was a continuation of Dusi Kovalchuk. It started near Municipal Hospital No. 1 and ended in the workers settlement (Sotsgorodok) of the NKVD Plant.
81. Ploshchad Dusi Kovalchuk. Employees of Plants 617 and 69 and of the Institute No. 617 lived in four very large, six-seven-story buildings situated around this square.
82. Mochishchinskiy shosse.
83. Ulitsa Pervoy Piatelitski. [probably Pyatiletki].
84. Kirov Municipal Park.
85. Huge blocks of apartments where Combine No. 179 employees lived.
86. Mayakovskiy Municipal Park. (also called Park Metalistov.)
87. Metalist Movie Theater, with 1,400 seats.
88. Frunze Municipal Park and football field.
89. Municipal Park, (Voennogo gorodka) with the largest stadium in town.
90. Chkalov Municipal Park.

Comment:

50X1-HUM

1. TsAGI is the Central Aero-Hydrodynamics Institute.

50X1-HUM

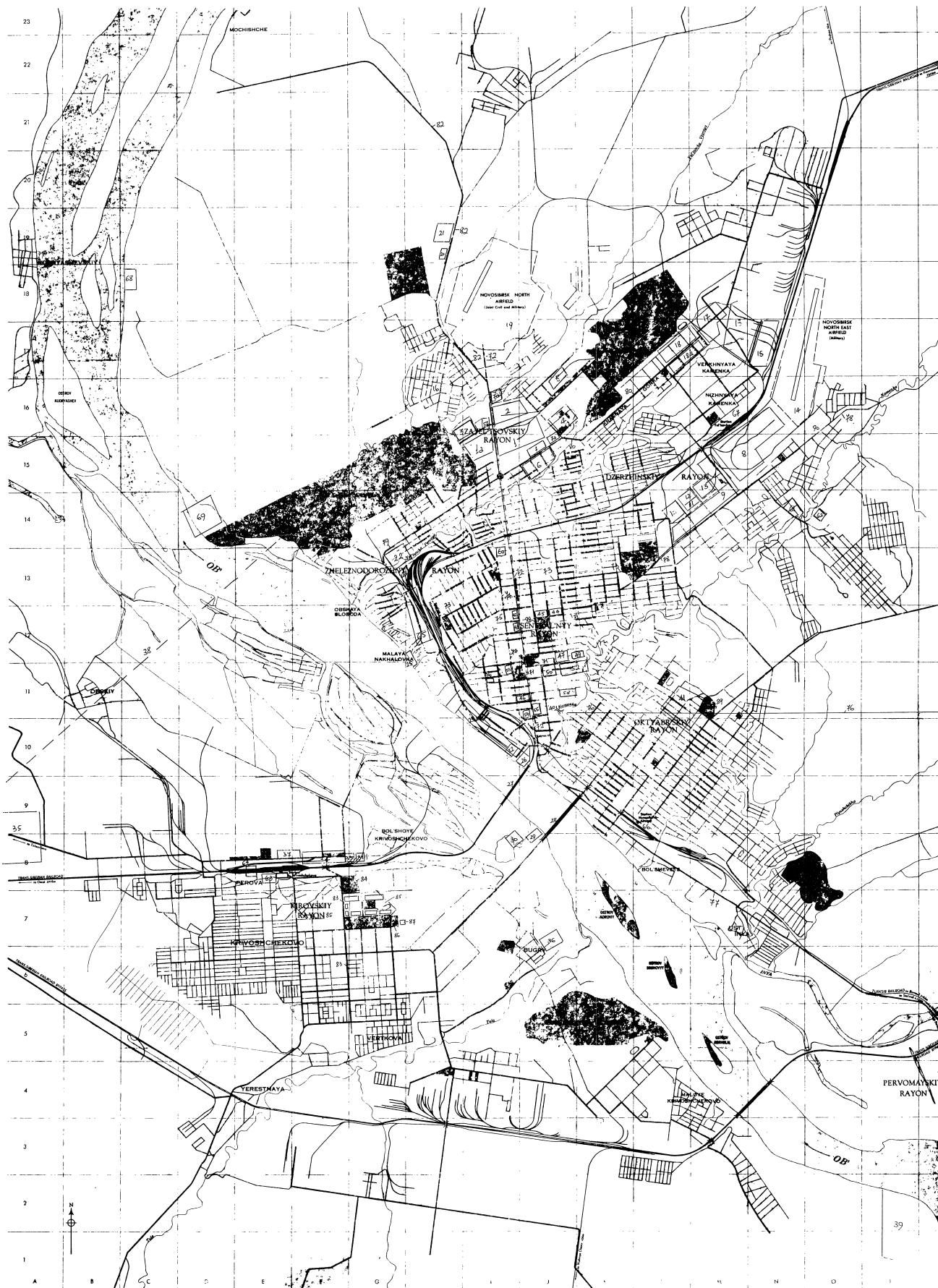
3. This is the Aerial Photography and Cartography Engineers Institute in Novosibirsk.
4. This is the Orthopedics and Restorative Surgery Institute in Novosibirsk. Item 44 on page 13 and para 22 give the institute name as reported.
5. This is probably the Institute of Mining, Siberian Department of the Academy of Sciences in Novosibirsk. Item 45 on page 13 and para 23 give the institute name as reported.

S-E-C-R-E-T

50X1-HUM

SECRET

50X1-HUM



## NOVOSIBIRSK

Scale 1:25,000



SECRET

50X1-HUM

50X1-HUM